

**Contract No. DACW29-97-D-0018
Delivery Order 0017**

**US Army Corps
of Engineers
New Orleans District**

September 27, 1999

**National Register Evaluation
of the Claiborne Storehouse**

**R. Christopher Goodwin & Associates, Inc.
241 East Fourth Street, Suite 100
Frederick, Maryland 21701**

Prepared for

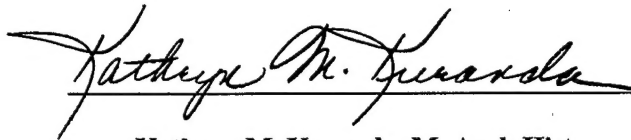
**Department of the Army
New Orleans District, Corps of Engineers
P.O. Box 60267
New Orleans, Louisiana 70160-0267**

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**National Register Evaluation
Of the Claiborne Storehouse**

FINAL

A handwritten signature in cursive script, reading "Kathryn M. Kuranda", written over a horizontal line.

**Kathryn M. Kuranda, M. Arch.Hist
Principal Investigator**

by

Katherine E. Grandine, M.A. and Ralph Draughon, Ph.D.

**R. Christopher Goodwin & Associates, Inc.
241 East Fourth Street, Suite 100
Frederick, Maryland 21701**

September 1999

for

**Department of the Army
New Orleans District, Corps of Engineers
P.O. Box 60267
New Orleans, Louisiana 70160-0267**



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September 27, 1999

Edwin A. Lyon, Ph.D.
Contracting Officer's Representative
Department of the Army
New Orleans District, Corps of Engineers
P.O. Box 60267
New Orleans, Louisiana 70160-0267

RE: Contract No. DACW29-97-0018
National Register Evaluation of the Claiborne Storehouse

Dear Dr. Lyon:

Objective

R. Christopher Goodwin & Associates, Inc., is pleased to submit this summary letter with original black and white photographs and color slides; one archival original; and, five copies of the accompanying documentation for the Claiborne Storehouse. The objective of this investigation was to evaluate the Claiborne Storehouse applying the National Register Criteria for Evaluation (36 CFR 60 [a-d]).

Methodology

It is anticipated that the results of this project will support the New Orleans District, Corps of Engineers in consultation with the Louisiana State Historic Preservation Office as required under Section 106 of the National Historic Preservation Act of 1966, as amended. Archival research included developing an historic context for the Inner Harbor Navigation Canal, focusing on the Galvez Street Wharf and the Claiborne Storehouse. Sources consulted in this effort included: the architectural files of the Louisiana State Historic Preservation Office, previous investigations on the Inner Harbor Navigation Canal, records maintained by the Board of Commissioners of the Port of New Orleans, historic maps, and local history sources contained in local library collections.

Investigations also included a visit to the site in February 1999. The building was inspected to assess building materials, design, and overall physical integrity. Black and white photographs and color slides were taken to assist in documenting the building.

Data analysis comprised assembling the data and applying the National Register Criteria for Evaluation to assess potential significance of the Claiborne Storehouse for listing in the National Register of Historic Places. The results of that analysis are summarized in this letter report and presented in detail in the accompanying National Register Determination of Eligibility form.

Results

The Claiborne Storehouse is located in an industrial area near the south end of the Galvez Street Wharf on the west side of the Inner Harbor Navigation Canal in Orleans Parish. The building is a one-story, rectangular, corrugated metal warehouse measuring 50 x 140 ft. The east and west elevations contain seven structural bays; the north and south elevations contain three structural bays. The walls and the low-pitched gable roof are clad with corrugated metal. A fixed metal awning supported by triangular metal brackets spans the west elevation of the building. A steel overhead rolling door is located in the north elevation. Two steel overhead rolling doors are located in bays 3 and 5 along the east elevation. A single metal personnel door is located near the southwest corner on the south elevation. The original window openings currently are covered with corrugated metal.

The Claiborne Storehouse was constructed in 1928 and owned by the Board of Commissioners of the Port of New Orleans. The building served the Claiborne Street (now Galvez Street) Wharf, the first and for many years, only public wharf along the Inner Harbor Navigation Canal (IHNC). Substantial structural changes were made to the modest, utilitarian structure during its conversion to a machine shop in the early 1940s. This simple metal-frame building apparently housed storage and maintenance activities for the Port of New Orleans. Unlike the wharf complex, the Claiborne Storehouse was not leased to private companies by the Port.

The Claiborne Storehouse was assessed for potential significance and integrity applying the National Register Criteria for Evaluation (CFR 36 Part 60). A simple support building, the structure is not associated with events that have made a significant contribution to the history of the United States, Louisiana, or New Orleans (Criterion A). It is not associated with persons significant in the past (Criterion B). The building does not exhibit significance in its physical design through engineering or through architecture (Criterion C). Neither the building nor the site appears likely to yield important information in history or prehistory (Criterion D).



Edwin A. Lyon, Ph.D.
September 27, 1999
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In addition, the Claiborne Storehouse is not part of a significant concentration of historic properties that form a cohesive entity necessary for consideration as an historic district. The building is located in a relatively isolated setting. Railroad tracks and roadways separate the Claiborne Storehouse from other industrial and commercial buildings located on streets to the west and south. The massive Galvez Street Wharf is located immediately north of the storehouse.

Please call if you have any questions concerning this letter report and enclosed documentation. We are pleased to be of service to the New Orleans District.

With best regards, I remain

Yours faithfully,



Kathryn M. Kuranda, M. Arch. Hist.
Vice President-Architectural and Historical Services

KMK:KEG/slc



United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: Claiborne Storehouse
other names/site number: Port of New Orleans Property Maintenance Shop

2. Location

street & number: #3 Manuel Street not for publication N/A
city or town: New Orleans vicinity N/A
state: Louisiana code: LA county: Orleans Parish code:071 zip code: 70117

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

=====

4. National Park Service Certification

=====

I, hereby certify that this property is: Signature of Keeper Date of Action
_____ entered in the National Register
_____ See continuation sheet.
_____ determined eligible for the
 National Register
_____ See continuation sheet.
_____ determined not eligible for the
 National Register
_____ removed from the National Register
_____ other (explain): _____

=====

5. Classification

=====

Ownership of Property

_____ private
_____ public-local
X public-State
_____ public-Federal

Category of Property (Check only one box)

X building(s)
_____ district
_____ site
_____ structure
_____ object

Number of Resources within Property

Contributing	Noncontributing	
_____	<u>1</u>	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
_____	<u>1</u>	Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: COMMERCE/TRADE Sub: warehouse

Current Functions (Enter categories from instructions)

Cat: COMMERCE/TRADE Sub: warehouse

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

Cat: NO STYLE

Materials (Enter categories from instructions)

foundation: Concrete

roof: Metal

walls: Metal

other: N/A

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

=====

8. Statement of Significance

=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☐ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☐ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)
Commerce

Period of Significance: 1928

Significant Dates: 1928; 1942

Significant Person (Complete if Criterion B is marked above): N/A

Cultural Affiliation: N/A

Architect/Builder: N/A

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

=====

9. Major Bibliographical References

=====

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

___ preliminary determination of individual listing (36 CFR 67) has been requested.

___ previously listed in the National Register

___ previously determined eligible by the National Register

___ designated a National Historic Landmark

___ recorded by Historic American Buildings Survey # _____

___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

___ State Historic Preservation Office

___ Other State agency

___ Federal agency

___ Local government

___ University

___ Other

Name of repository:

=====

10. Geographical Data

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Acreage of Property: .16 acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing
1	15	786976	3318963

___ See continuation sheet.

Verbal Boundary Description

The boundary of the property is the footprint of the building, measuring 140 x 50 ft.

Boundary Justification

The boundaries were chosen because it is the footprint of the building.

=====

11. Form Prepared By

=====

name/title: Katherine Grandine and Ralph Draughon, Historians

organization: R. Christopher Goodwin & Assoc., Inc.

date: March 1999 street & number: 241 East Fourth Street, Suite 100

telephone: 301-694-0428

city or town: Frederick state: Maryland zip code: 21701

=====

Additional Documentation

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Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.
Additional items (Check with the SHPO or FPO for any additional items)

=====

Property Owner

=====

(Complete this item at the request of the SHPO or FPO.)

Board of Commissioners of the Port of New Orleans
P.X. Box 60064
New Orleans, LA 70160

=====

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1

Claiborne Storehouse
Orleans Parish, Louisiana

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Summary Description

The Claiborne Storehouse is a one-story, rectangular, corrugated metal warehouse. The building currently is used as a vehicle maintenance shop and yard for the Port of New Orleans. The storehouse is located in an industrial setting near the south end of the Galvez Street Wharf on the west side of the Inner Harbor Navigation Canal in Orleans Parish. A 30-ft roadway on the west separates the building from the railroad yard that supported shipping activities in the Galvez Street Wharf. A single railroad track accesses a graveled yard on the east side of the building. The yard is enclosed with a chain link metal fence topped with concertina wire.

Description

The Claiborne Storehouse is a rectangular warehouse measuring 50 x 140 ft. The east and west elevations contain seven structural bays; the north and south elevations contain three structural bays. The walls and the low-pitched gable roof are clad with corrugated metal. The roof features a narrow strip cornice. A fixed metal awning supported by triangular metal brackets spans the west elevation of the building. A steel overhead rolling door is located in the north elevation. Two steel overhead rolling doors are located in bays 3 and 5 along the east elevation. A single metal personnel door is located near the southwest corner on the south elevation. The original window openings currently are covered with corrugated metal.

The building originally was constructed in 1928 as a stores building. A 1928 drawing depicted the foundation plan (Board of Commissioners, Port of New Orleans, 1928 Drawing). The foundation comprised 5-ft square concrete footings and concrete pedestals supporting 8-inch metal I-beam framing. Along the east and west elevations, the footings and beams were placed 20 ft apart. On the north and south ends, the three structural bays were depicted as 20 ft on the ends with a central bay measuring 9 ft. This probably indicated the original locations of door openings; however, no elevation drawings survived from 1928. A 1937 Sanborn map indicated that the building had an earthen floor (Sanborn map 1937).

In 1942, the stores building was converted into a machine shop. Construction drawings in the collection of the Port of New Orleans documented that substantial changes were made to the building during the 1940s. Two drawings dated 1942 depicted the elevation and plan and the steel framing details (Board of Commissioners, Port of New Orleans, 1942 Drawings). The 1942 elevations depicted the corrugated metal clad walls punctuated by narrow steel-frame industrial sash windows in widths of three or four-panes. Windows were located on the west elevation, while windows and a single personnel door were depicted on the south elevation. Two bays of rolling steel metal doors were depicted as existing on the east elevation in bays 3 and 5. The steel rolling door located in the center of the north elevation was depicted as new. This suggested that the door itself was new but not the door opening. An original louver located above the door on the north elevation was enlarged with the relocation of a louver originally found on the south elevation. This suggested that the original south elevation door opening was replaced by a window bay. The canopy along the west side of the building was installed during this 1942 remodeling.

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CONTINUATION SHEET

Section 7 Page 2

Claiborne Storehouse
Orleans Parish, Louisiana

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The 1942 drawings also documented that the existing concrete slab floor was poured in that year. Additional metal I-beam columns were inserted into the interior, 14 ft inwards from the exterior west wall, but not aligned to the original wall framing. The interior support beams were installed most likely as hoists to support equipment. The 1942 drawing of steel details indicated that all steel members were fabricated from structural steel salvaged from a coal tipple in the Napoleon Avenue yard, No. 2 Canal Street. Interior partitions also were inserted along the south wall to form three rooms: a storeroom, a tool room, and an office. A toilet also was added. On the north end, partitions were installed to enclose space for a power hammer. The interior of the Claiborne Storehouse currently is open with metal framing members exposed.

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NATIONAL REGISTER OF HISTORIC PLACES
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Section 8 Page 1

Claiborne Storehouse
Orleans Parish, Louisiana

Significance Summary

The Claiborne Storehouse was constructed in 1928 and authorized by the Board of Commissioners of the Port of New Orleans. The building served the Claiborne Street (now known as the Galvez Street) Wharf, the first public wharf along the Inner Harbor Navigation Canal (IHNC). The storehouse was converted into a machine shop in 1942. Substantial changes to the 1928 building were made during its conversion to a machine shop. This utilitarian metal-frame building apparently housed storage and maintenance activities to support the maintenance and upkeep of the larger wharf.

The significance of the Claiborne Storehouse was evaluated applying the National Register Criteria for Evaluation (CFR 36 Part 60). Archival and site data do not suggest that the Claiborne Storehouse was associated with events that have made a significant contribution to the history of the United States, Louisiana, or New Orleans (Criterion A). It was not associated with persons significant in the past (Criterion B). Constructed as a simple support structure, the building does not exhibit significance in its physical design through engineering or through architecture (Criterion C). Neither the building nor the site appears likely to yield important information in history or prehistory (Criterion D).

In addition, the Claiborne Storehouse is not part of a significant concentration of historic properties that form a cohesive entity. The building is located in a relatively isolated setting. Railroad tracks and roadways separate the Claiborne Storehouse from other industrial and commercial buildings located on streets to its west and south. The massive Galvez Street Wharf is located immediately north of the storehouse.

Historic Context

Historical Development of the Inner Harbor Navigational Canal

For two centuries from the founding of New Orleans in 1718, residents of the Crescent City sought an alternate route to the Gulf of Mexico. In order to avoid the long, tortuous route by the Mississippi River, New Orleanians searched for a connection to the Gulf through Lake Pontchartrain. That quest provided an important motive for the construction of the Inner Harbor Navigation Canal, which connected the Mississippi River with Lake Pontchartrain. Besides providing an outlet to the Gulf, proponents of the canal believed that it would serve as an economical and perfectly coordinated inner harbor for the general wharf and warehouse business of the port; provide ideal sites for waterfront industries; and, form part of a system of canals running from southern Texas to southern Florida (Hecht 1923:17).

As the nineteenth century drew to a close, New Orleanians expressed a strong interest in public control of their port facilities. In 1896, the state legislature with local approval created a state agency, the Commission for the Port of New Orleans, or Dock Board, which had jurisdiction and control over the city's wharves. The actual work of the Dock Board did not begin until 1901, when private leases to the wharves finally expired. Thereafter, the Dock Board constructed new docks and sheds along the river, erected a public riverfront cotton warehouse in 1914, and built a public grain elevator in 1917 (Jackson 1969:220,320;

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Claiborne Storehouse
Orleans Parish, Louisiana

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Kendall 1922:II:611). Closely related to the activities of the Dock Board, but under separate management, a new Public Belt Railroad began operating in 1908.

In 1918, the City Council agreed to allow the Dock Board to build the Inner Harbor Navigation Canal (IHNC) on a tract of land donated in 1911 by the Ursuline Order of Roman Catholic nuns. That land was located downriver from the city of New Orleans and extended from the Mississippi River to Lake Pontchartrain (Dobney et al. 1987:61-65). Although the Dock Board officially named its waterway the Inner Harbor Navigation Canal, New Orleanians ever since almost universally refer to it as the Industrial Canal. The canal was completed in 1921 and connected to the river by locks in 1923. The waterway officially opened to traffic on 6 February 1923 (Dobney et al. 1987:23). In theory, the canal was supposed to encourage industrial development, particularly the manufacture of raw materials. In practice, however, it served primarily as a location for facilities that provided services to cargo ships along the intracoastal waterway.

The Industrial Canal did not fulfill the expectations of its founders in its early years. In particular, industry developed slowly. Industrial applicants for leases along the canal found the prices high and the improvements inadequate (Dobney et al. 1987:271).

World War II began in Europe in 1939, with pronounced beneficial effects upon the depressed economy of the United States. In 1940, Coast Transportation Company and Commercial Transportation Company leased space in the Galvez Street Wharf. The Commercial Transportation Company provided river steamers and barge lines for traffic on local waterways (Draughon et al. 1992:11).

On 7 December 1941, with the Japanese attack on Pearl Harbor in Hawaii, the United States also was engulfed in the world conflict. The international struggle had a significant effect on the project area. When the war began, barge traffic on the Mississippi River and Intracoastal Waterway replaced the pre-war Gulf of Mexico-Atlantic connection between New Orleans and the eastern seaboard of the United States. Enemy activity off the coast threatened the traditional sea lanes, with particular hazard to tankers.

An article in *Fortune* in 1942 emphasized the new importance of the barge traffic. According to the article:

Here at the Galvez street docks...stevedores load export materials from freight car to cargo ship, *oil and sugar and rice and sisal* [italics added] into a barge upbound on the Mississippi (New Orleans Port Record 1942).

Needless to say, oil was a vital commodity for the war effort; sugar also was rationed and in short supply.

History of the Claiborne Storehouse and Galvez Street Wharf

The Claiborne Storehouse was commissioned as a stores building by the Dock Board in 1928 to serve the Galvez Street Wharf, completed in 1925 and located immediately north of the building. Plans for

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NATIONAL REGISTER OF HISTORIC PLACES
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Section 8 Page 3

Claiborne Storehouse
Orleans Parish, Louisiana

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the stores building, drawn by F.A.L., dated from 3 July 1928. The structure is almost within the shadow of the Claiborne Avenue Bridge, which was constructed in 1919. Tracks of the Public Belt Railroad, laid in 1923, run west of the Claiborne Storehouse. Census and insurance records indicated that the site of the storehouse was unoccupied prior to construction (Hinks et al. 1994:162).

The Galvez Street Wharf constituted the first, and for many years, the only public dock on the canal. It was the Dock Board's first incidental improvement on the IHNC. The public wharf was planned in 1922 before the canal was completed; its construction was completed in September 1925 (Hinks et al. 1994:228-230).

The Sanborn Fire Insurance Map of 1937 indicated how little industrial development had been spurred along the Industrial Canal in its early years. The Sanborn map identified the Claiborne Storehouse as a warehouse. In its vicinity, economic activity was promoted by the Japonica and N. Prieur shops of the Public Belt Railroad located slightly west of the Stores Building. At 4616 N. Galvez Street, the U.S. Government War Department had a facility to repair and store tractors. The Flintkote Company, at 4500 N. Galvez Street, manufactured roofing materials and constituted one of the major facilities along the Industrial Canal (Draughon et al. 1992:Table 1:25-26). Nevertheless, taken together, the buildings recorded by the Sanborn map in 1937 indicated that the Galvez Street Wharf, the Claiborne Storehouse, and the Industrial Canal as a whole had not yet fulfilled the expectations of its founders.

On 12 August 1941, the Board of Commissioners of the Port of New Orleans authorized the conversion of the former Stores House to a Machine Shop. Two revisions of this plan were undertaken in October 1942, and a final version was offered in April 1943. Nevertheless, the city directories of 1940, 1942, and 1945-1946 continued to describe the building as a warehouse rather than a machine shop (Draughon et al. 1992:Table 2:9).

By the close of World War II, Luckenbach Steamship Company held a lease on the entire Galvez Street Wharf. The company was involved in the transportation of oil, among other commodities, during the conflict. Luckenbach had its own contractor's warehouse and garage at 4537 N. Robertson Street. Consequently, the steamship company may not have required the use of a machine shop adjacent to the wharf (Draughon et al. 1992:Table 2:8).

By 1949, city directories identified a machine shop rather than a warehouse adjacent to the Galvez Street Wharf. Other structures (since demolished) also were clustered south of the Galvez Street Wharf and the machine shop. A motor and equipment storage facility stood at the SW corner of North Claiborne Street; a general storage facility also was situated on North Claiborne Street; and, a warehouse was located along the concrete drive to the Galvez Street Wharf (Draughon et al. 1992:Table 3:8). The city directories of 1978, 1982, 1986, and 1990 indicated that the Claiborne Storehouse still was being used as a machine shop. Currently, the building is used for miscellaneous vehicle storage.

In 1960, the Dock Board proposed to extend the Galvez Street Wharf, but did not undertake the work for several years. In the meantime, the Galvez Street Wharf and the Claiborne Storehouse remained in operation. In 1963 a new ship channel, the Mississippi River-Gulf Outlet Shiplock Project, connected the

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Claiborne Storehouse
Orleans Parish, Louisiana

Inner Harbor Navigation Canal with the Gulf of Mexico. The Dock Board began work on the expansion of the Galvez Street Wharf in 1964 and dedicated the remodelled facility on 23 April 1965. The Board hoped that as a result of the remodelling the wharf would handle large quantities of dry bulk ores, sugar, and other dry materials (New Orleans Chamber of Commerce *News Bulletin* 1965).

Delta Steamship Lines, whose publicists claimed that the line invented the American coffee break, was the first company to sign a lease at the remodelled Galvez Street Wharf. The operations of the company at the wharf included not only ships carrying cargoes of coffee but also passengers on tramp steamers. In 1967, outside vessels used Sections 1 - 24 of the wharf primarily for cargoes of rubber and steel; Delta Lines utilized Sections 25 - 119. As the years passed, other lessees replaced Delta at the Galvez Street Wharf. By 1975, Central Gulf Lines leased Sections 32 - 45; Uterwyk, a Tampa firm, leased Bays 57 - 76. By 1978, Uterwyk also leased Sections 86 - 113. The firm remained a lessee of the facility until 1982 when the Uterwyk company terminated its assignment at the wharf and went into bankruptcy. From 1982 to 1986, space in the wharf stayed largely unassigned and usage remained minimal. In 1984, Dock Board authorities discovered that a tenant had stored fish meal in the wharf to heights that covered electrical outlets, fire hoses, drains, and manholes (Draughon et al. 1992:11-12).

Beginning in 1984, Coastal Cargo utilized the Galvez Street Wharf to warehouse coffee. In 1986, Nexos Lines also signed a lease at the wharf. Nexos tried unsuccessfully to compete in coffee importation as well as cardamon seed, a spice and an ingredient in some medicines. On 18 July 1989, the Senior Marketing Manager for the Port of New Orleans, A. W. Hietala, wrote, "Galvez Street Wharf has been used primarily to store coffee or unload coffee vessels."

Nexos Lines proved unsuccessful as a coffee importer and had to abandon its lease to the Galvez Street Wharf. By July 1992, Coastal Cargo dropped its lease on Sections 41 through 50 but continued to lease Sections 51 through 110. Coffee has remained the chief commodity handled at the wharf in recent years.

Summary

As in the case of the majority of modest functional support buildings, few records survive to document the exact history of the Claiborne Storehouse. Constructed in 1928 as a stores facility to support the Galvez Street Wharf, the structure of the utilitarian building was substantially modified in 1942 during conversion to a machine shop. The Claiborne Storehouse has remained historically under the purview of the Board of Commissioners of the Port of New Orleans and no records suggest that it was leased to private companies as was common in the operation of the wharf. Whether serving as a stores building or a machine shop, the Claiborne Storehouse has served as a modest support facility for the Port of New Orleans and their activities at the Galvez Street Wharf. The building does not possess the qualities of significance for listing in the National Register of Historic Places for its associations with historical events (Criterion A), with significant persons (Criterion B), or for its physical design in engineering or architecture (Criterion C).

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Section 9 Page 1

Claiborne Storehouse
Orleans Parish, Louisiana

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Section 9 Page 2

Claiborne Storehouse
Orleans Parish, Louisiana

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New Orleans City Directories

1940 Volumes 1940-1990 on file Louisiana Division, New Orleans Public Library, and Louisiana Collection, Howard-Tilton Memorial Library, Tulane University.

New Orleans Port Record

1942 War Time and the River as Seen by Fortune. New Orleans Port Record (September 1942) 11,14.

Sanborn Map Company

1937 Insurance Map of New Orleans, Louisiana. Sanborn Map Company, New York, New York.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section Photos

Page 1

Claiborne Storehouse
Orleans Parish, Louisiana

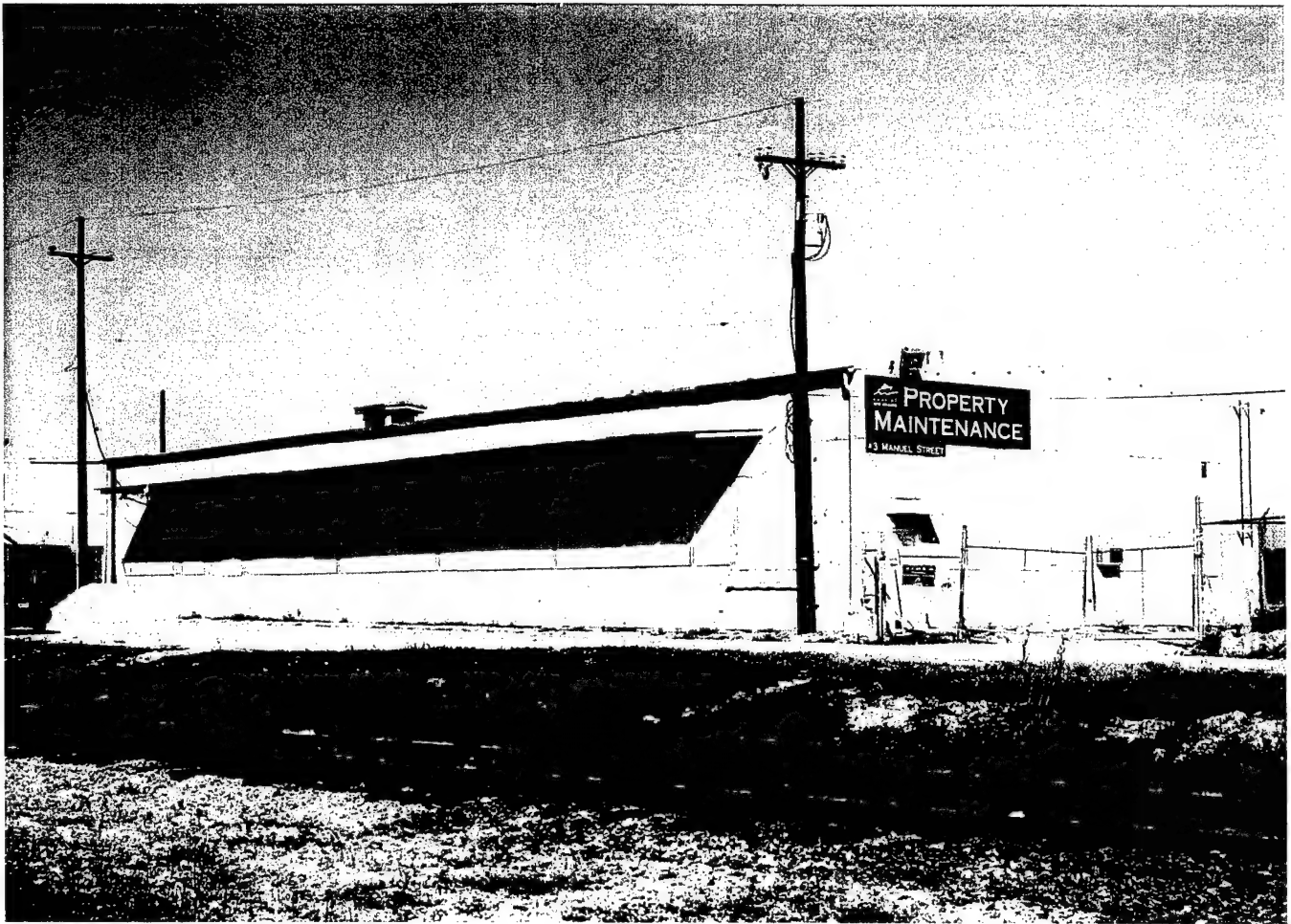
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Photographs

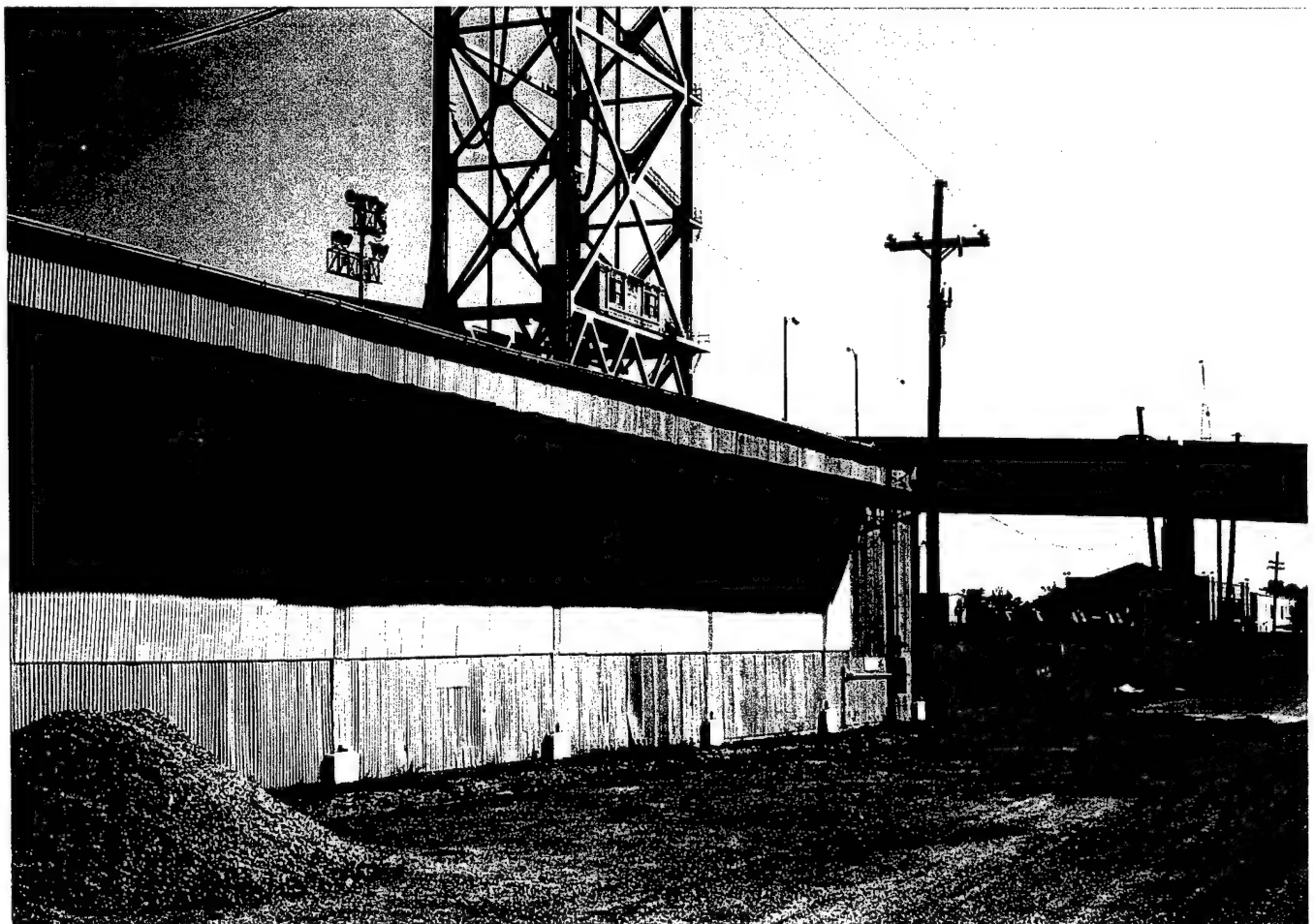
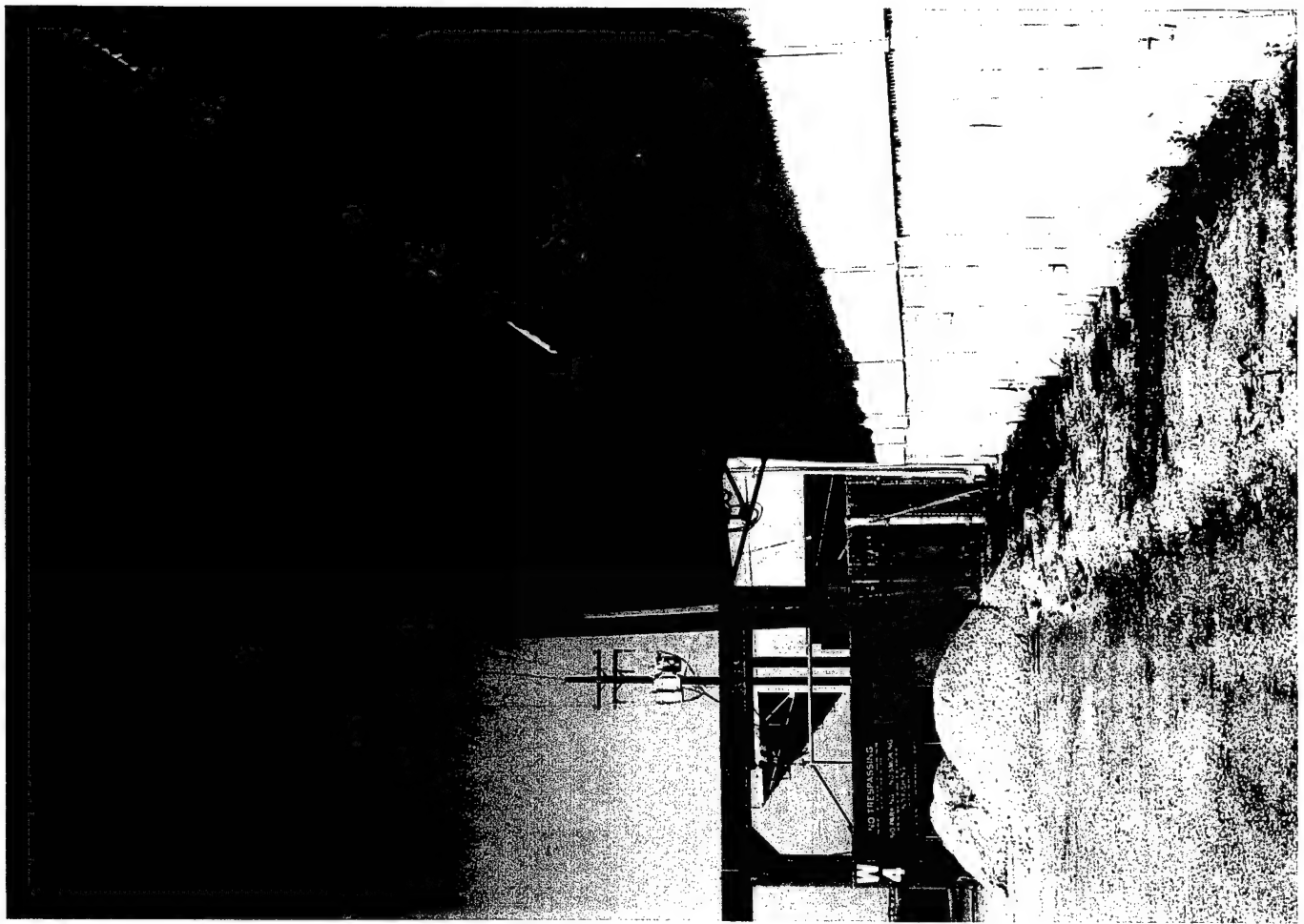
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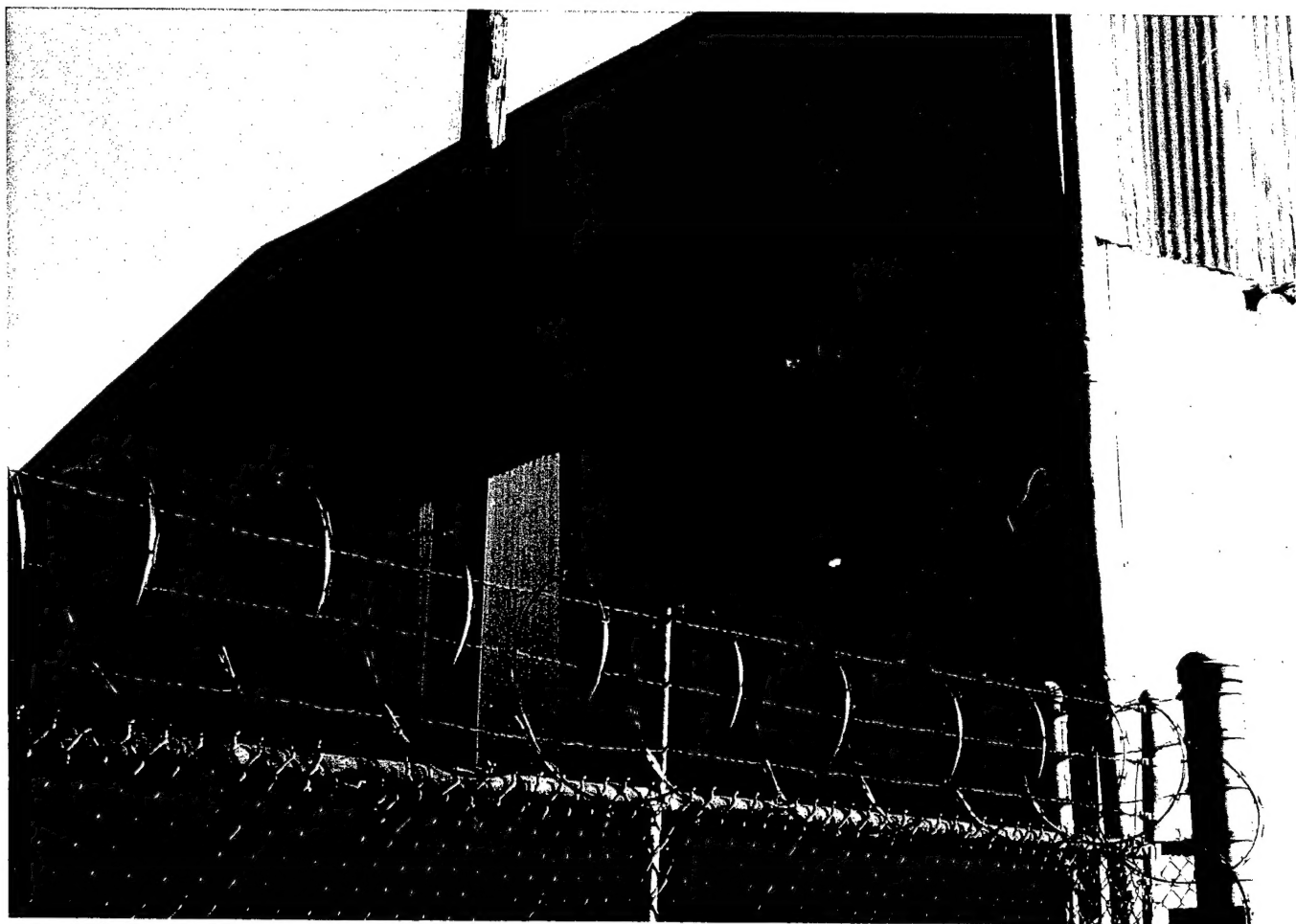
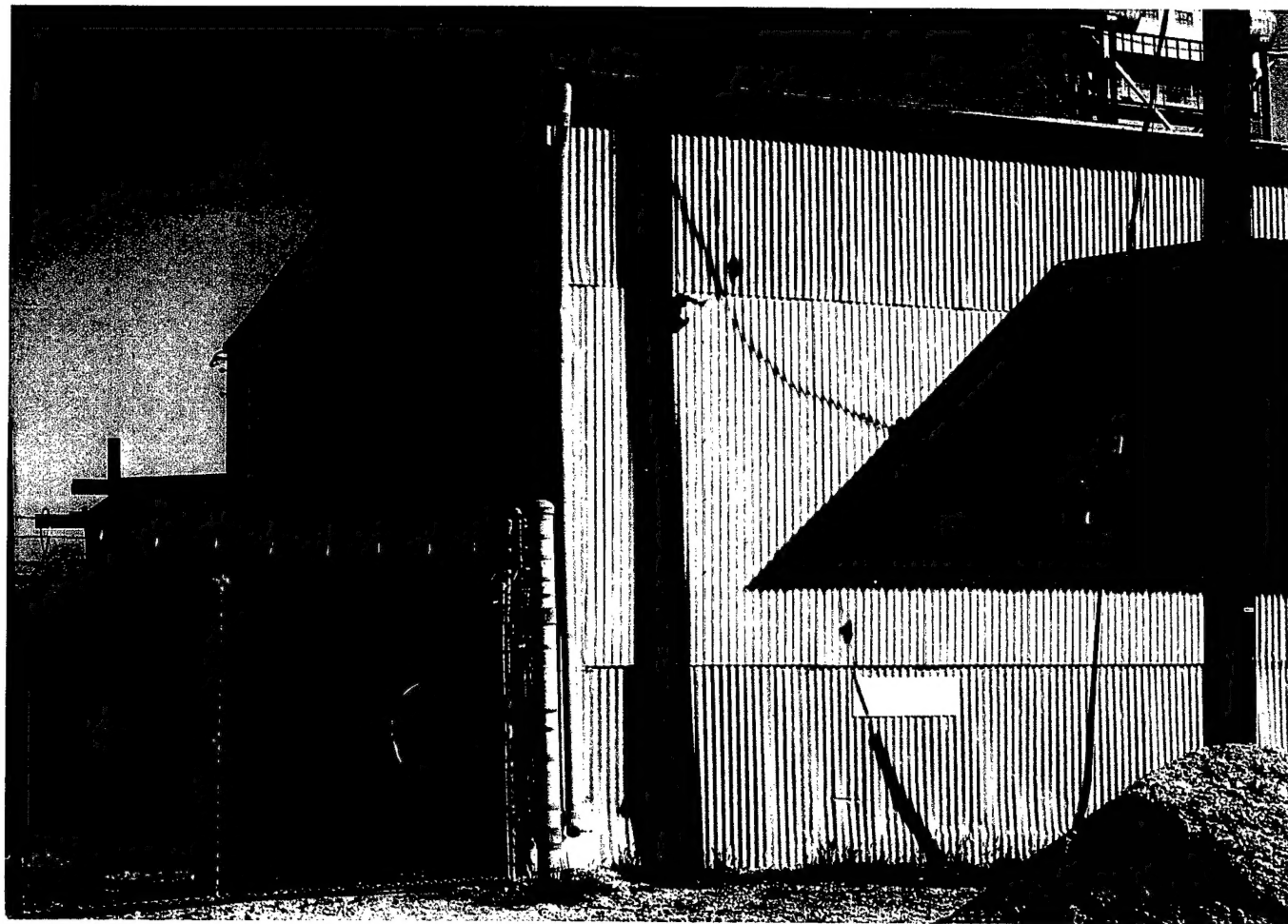
1. Claiborne Storehouse
2. Orleans Parish, Louisiana
3. Gary Gordon
4. March 1999
5. R. Christopher Goodwin & Associates, Inc., 240 E. Fourth Street,
Suite 100, Frederick, Maryland 21701

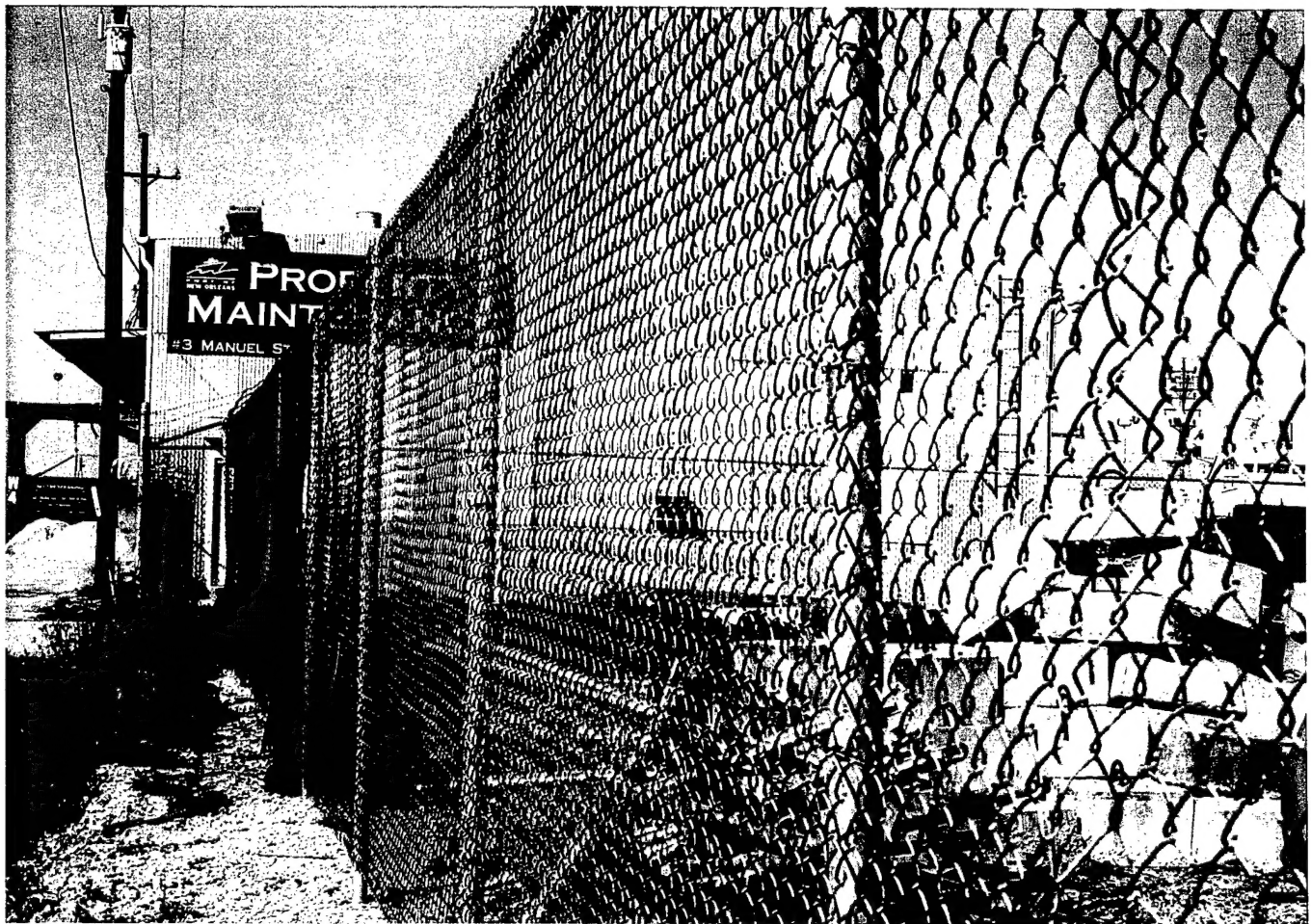
Photo #

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|---|----|---|
| 1 | 6. | Overall view of storehouse, facing northeast |
| 2 | 6. | South elevation, facing northeast |
| 3 | 6. | Detail of west elevation, facing north |
| 4 | 6. | West elevation, facing southeast |
| 5 | 6. | Northwest corner of building, facing southeast |
| 6 | 6. | Detail of north elevation of building, facing southeast |
| 7 | 6. | Detail of metal bracket supporting awning on west elevation |
| 8 | 6. | Yard near south end of storehouse, facing north |
| 9 | 6. | Industrial setting on west side of storehouse, facing north |











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USGS New Orleans East Quadrangle

Claiborne Storehouse
Orleans Parish, Louisiana

